

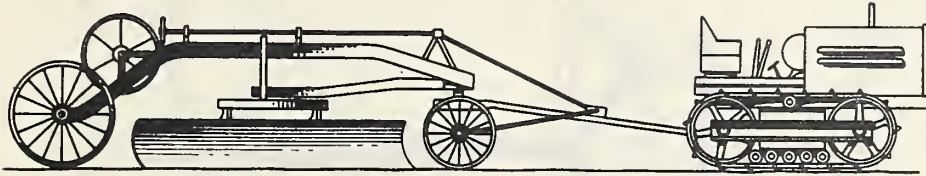
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CONSTRUCTION



HINTS

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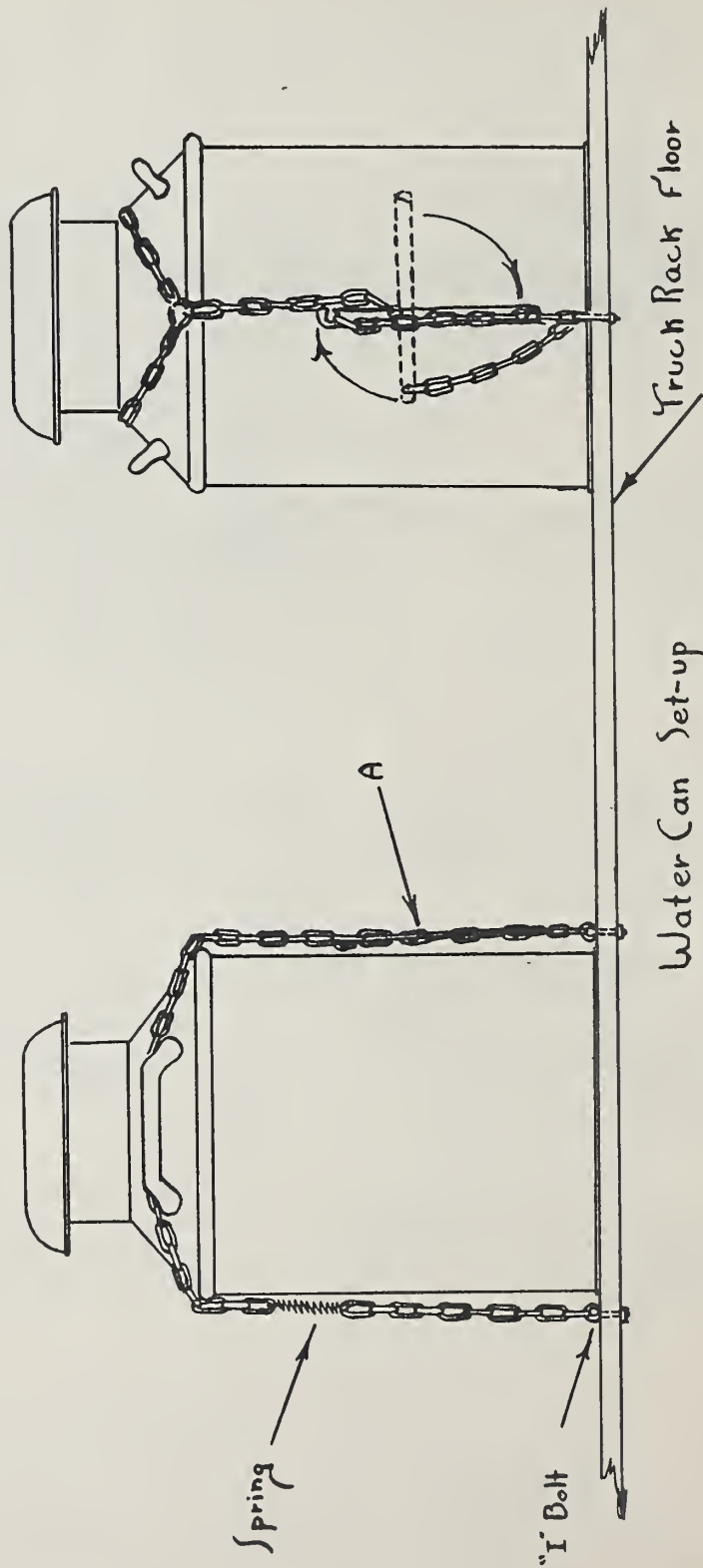
Sketches illustrating a method of anchoring 10-gallon milk cans on trucks are shown on Pages 2 and 3. This device was developed by Mr. J. Cox, Squad Foreman, Bonifas Camp, Ottawa National Forest, Region 9.

In the issue of June 11, 1938 Mr. Wiederhold of the Washington Office recommended changing tires on Reo trucks from 34 x 7 to 32 x 6, using the same rims, to eliminate steering knuckle failures. A recent inspection of trucks on which the change was made discloses that no failures have occurred for six months. The previous record was at least three failures per month.

A novel method of extricating a truck from soft ground was recently noticed in Region 8. When the wheels were spinning and there was no traction, the CCC boys threw in long poles, lengthwise, between the dual rear tires. Result - the truck moved.

Harold L. Friend

HAROLD L. FRIEND
Editor

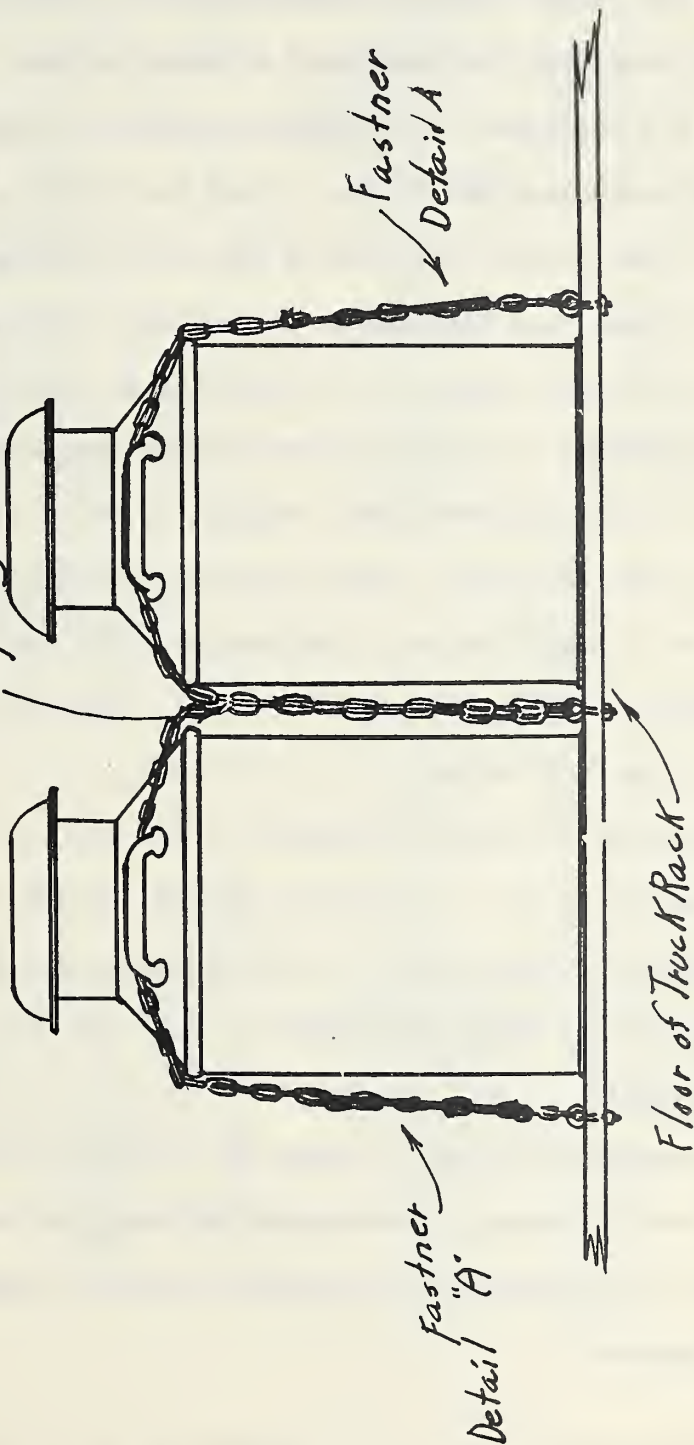


Camp Bonifas
F44

Drawing 1

Plan By J. Cox
Drawn By D. Vial

Springs. Chains on same 7" Bolt.



Plan By J. Cox
Drawn By D. Vial

Drawing 2.

Camp Bonifas
F44

POLE-TYPE STOCK BARRIER

M. H. Collet, Assistant Forester
Southern Forest Experiment Station

When the Forest Service condemned wooden cattleguards as unsafe, attention was focused on the problem of closing roadways to stock. Where the expenditure was justified, wooden cattleguards have been replaced with the new standard concrete-steel guards. Since the traffic on many motorways, however, will not justify the cost of the new cattleguards, many of the old wooden guards have been replaced by conventional range-gates that are heavy, difficult to open and close, and not pleasing in appearance.

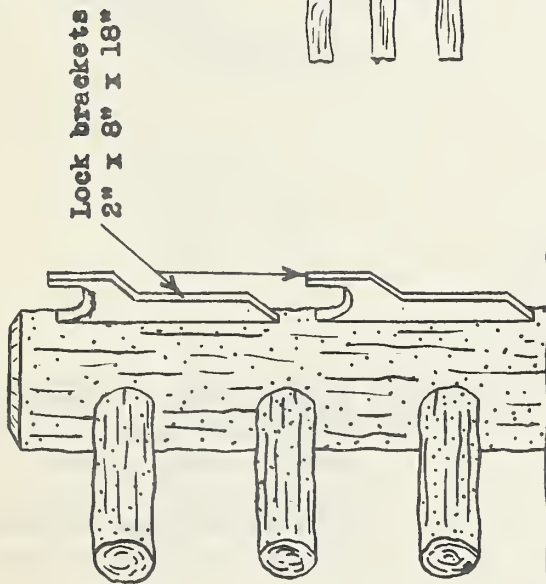
In an attempt to improve on the ordinary range-gate of wire or timber, a pole-type barrier was developed. This gate, which is light in weight, strong, and easily opened or closed, gives a rustic appearance to the road barricade.

As can be seen from the accompanying sketch, the pole-type barrier can be constructed at a very low cost. The only materials needed are an old tire casing, two pieces of lumber 2 x 8 x 18 inches, and two peeled and well-dried 14-foot pine poles 3 inches in diameter at the small end. The tire casing, when trimmed with an ax, is converted into two flexible, non-skid loops for slinging the butt ends of the two poles, which become the light-weight barrier. The 2 x 8 pieces are sawed and dressed to form the lock-brackets for the small ends of the poles.

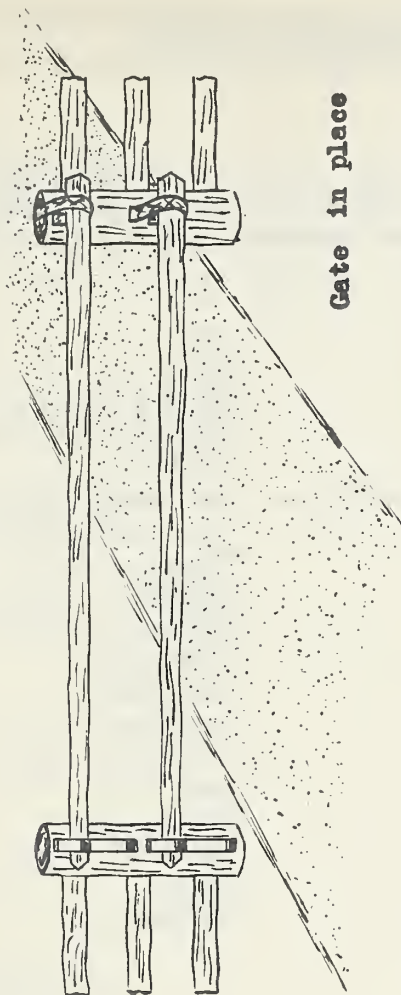
The completed barrier is opened by lifting the small ends of both poles from their brackets and walking with them in an arc across the highway. When closed, the lock-brackets effectively prevent accidental opening by stock or other agencies.

POLE-TYPE BARRIER

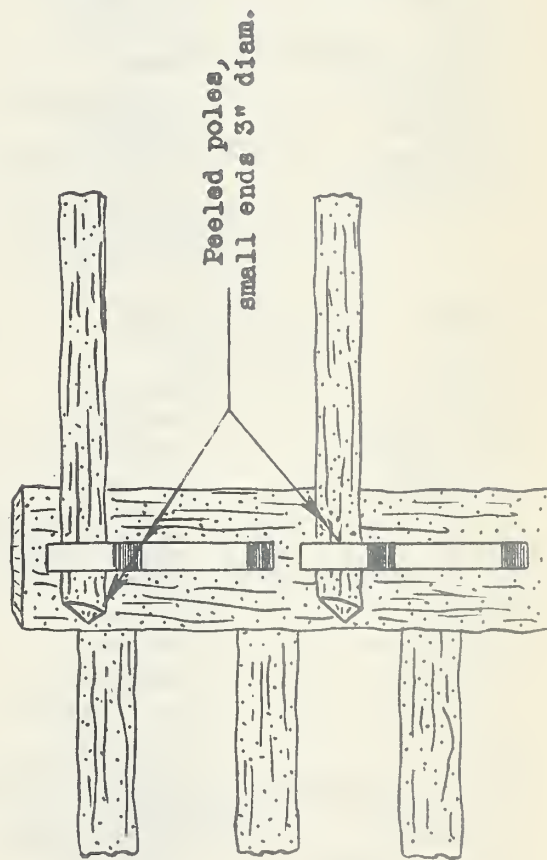
A Substitute For Cattleguards On Little-Used Motorways
Southern Forest Experiment Station
M. H. Collet, ass't. forester



Gate Post With Brackets



Gate in place



Drawn by Shingee Horta 10/10/38

PASSENGER CAR MODELS REQUIRING MILD E.P. OR POWERFUL E.P. (HYPOID)
LUBRICANTS FOR DIFFERENTIAL GEARS

Excessive wear and early failure will occur if these models are not lubricated with products having suitable extreme load carrying characteristics. Consult builders' instructions for type and consistency of lubricants required.

<u>1939</u>	<u>1937</u>	<u>1935</u>
Buick	Buick	*Auburn
Cadillac	Cadillac	Chrysler (Airstream 8 only)
Chevrolet	Chevrolet	*Cadillac
Chrysler	Chrysler (ex. Airflow)	De Soto (ex. Airstream 6)
De Soto	De Soto	Duesenberg
Dodge	Dodge	*Ford
*Ford	Duesenberg	*Graham
Graham	*Ford	*Hudson
*Hudson	*Graham	Hupmobile
Hupmobile	*Hudson	*LaFayette
La Salle	*Hupmobile	*La Salle
Lincoln	La Salle	*Lincoln
Nash	*Lincoln	*Nash
Oldsmobile	*Nash	*Oldsmobile
Packard	Oldsmobile	Packard
Plymouth	Packard	*Stutz
Pontiac	Pierce Arrow	*Terraplane
Studebaker	Plymouth	
	Studebaker	
	*Terraplane	
<u>1938</u>	<u>1936</u>	
Buick	*Auburn	
Cadillac	*Cadillac	
Chevrolet	Chrysler (ex. Airflow)	
Chrysler	De Soto	
De Soto	Dodge (ex. Bevel Gears)	
Dodge	Duesenberg	
*Ford	*Ford	Note: Either Mild or Powerful
*Hudson	*Graham	E.P. Lubricants may be
*Hupmobile	*Hudson	used in cars marked *.
Graham	Hupmobile	Powerful E.P. (Hypoid)
La Salle	*La Fayette	Lubricants <u>must</u> be used
Lincoln	*Lincoln	in all cars not marked *.
*Nash	*La Salle	
Oldsmobile	*Nash	
Packard	*Oldsmobile	
Pierce Arrow	Packard	
Plymouth	Pierce Arrow	
Studebaker	*Stutz	
*Terraplane	*Terraplane	

TRUCK AND COMMERCIAL MODELS REQUIRING MILD E.P. OR POWERFUL E.P. (HYPOID)
LUBRICANTS FOR DIFFERENTIAL GEARS

Chevrolet -	F.W.D. -
39 Hypoid Models	HS, T 26
37 Commercial	M7
	and others
Diamond T -	Mack -
Double Reduction Axle Models	39 Mack Jr.
	All Hypoid Models
Dodge -	Menominee -
39 - All except spiral	35-36, A-15
bevel gear models	35-36, Others
37 MC	Meteor -
37 MD, ME, MF	37 LaSalle and Cadillac
37 MF, MG	36 LaSalle and Cadillac
36 LF and LH Series	
34-35 KH-30, K-30 and	Oshkosh -
K-40 Series	All
Duplex -	Reo -
35-37 S, SC, SAC, K	39 All models (1)
SAK, (Worm)	Schacht -
Pageol -	36-37 All
Waukesha 6RB	Studebaker -
Flexible -	37 - J5
37 Chevrolet	Terraplane -
35 Buick - 90	37 - All
	Prev. All
Ford -	
39 All	
37 - 60, 85	
32-36 - V8	
32-43 - 4	

Note: Models with Eaton and Timken 2 Speed Axles require SAE 90
E.P. Summer and Winter

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